

men: I beg to say to the committee that the conditions surrounding freight and passenger rates as they at present exist in the south (however undesirable the same may be) are such as we would desire to have on most friendly terms with, are conditions for which the Seaboard Air-Line is in no way responsible.

The Southern railway, with seemingly no other object than that of destroying an old line upon the Charlotte bay, and incidentally a great system of railroads, which furnishes to the south about all the competition it has, has entered upon its task, and the Bay and South Air-Lines and they could not otherwise and retain their self-respect, to defend to the utmost their interests, the interests of their stock and bondholders, and that of the people as well.

The old lines upon the bay have ample facilities to handle all business that can reasonably be offered for years to come; they have the sympathy and patronage of a business community in the east, north and south, with whom they have had most friendly relations for many years past, and a larger and less number in the other. These lines paving their stock and bondholders but very moderately, have offered to transact the business of the South upon precisely the same terms which are now being demanded for other lines, and one of these lines, the Merchants and Miners', is the Southern's preferred line on business from Boston, but the Southern says no. What does it expect to do? It knows perfectly well that time is money but it is money itself, and that by so running it can but cause loss to the others—and knowing this, what is its intent? Finding that it cannot purchase its stock, in order that it may control the Bay, it has seemingly proposed to run it, but without transacting the cost—which can but run up into the millions, and with its own loss it will injure others. Experience at points where the Southern controls natural resources demonstrates that it should be compelled by law to Baltimore it would deny to its competitors the equal facilities which the Bay Line now offers to the Southern and all others. Large interests in the east have been with the Southern against such policy, and before its plan was upon the bay, urging them not to do it, and can it be that there are railroads, independent railroads, outside of Southern influence, willing under such conditions to assist a corporation eager to control the south, by an assault in an air attack upon the Seaboard?

I tell you, the people will not have it in the days to come; whatever you may think today, they want and will insist upon their full rights to a competition for which they are fit, given the right to earn good money, and to accomplish which they in times past have asked their legislatures to grant them charters.

Shall it be the withdrawal of these steamers and the making of satisfactory arrangements, easily to be accomplished, and the taking of revenue thereby to the Southern and other lines, or shall it be the disrupting of all rates through thousands of miles of territory, and the consequent loss to it of millions of dollars, with a mere specie necessary for the organization of its (the Southern's) system? The problem is theirs to solve, not ours. We do not fear either the problem or the Southern. Our cause is just, and sooner or later the right will prevail. Very truly yours,

Vice President and General Manager.

To Mr. J. W. Thomas, Chairman Committee Southern States Freight Association.

"It is infamous," exclaimed Second Vice President Baldwin, of the Southern railway, and the first vice president, Colonel A. B. Andrews, looked angry. There were many expressions of strong disapproval. Some said it was a foolish answer to make to a set of business men. A motion was made to appoint a committee of nine to map out a policy for the association to pursue, as it was evident that the Seaboard would not take out its cut on any moderate concession. The members of the board held that they had nothing to do with the Southern's new line of steamers on the Chesapeake and that through car service was a matter between the Seaboard and the Atlantic and West Point and the Pennsylvania.

Vice President Baldwin represented the Southern on the committee and Mr. Conner was there for the Center. The five members who called on Mr. St. John in the morning were also appointed. Their conference was secret. There was a long discussion over methods. One chief objection to the policy of trying to wail up the Seaboard on either side or trying to confine a reduction to the territory north of Atlanta was that the cities around here would stand a higher relative rate than was granted Atlanta.

"How are you going to maintain the rates?" asked Mr. Whitney, of the Merchants and Miners.

That was a very serious question, but finally was agreed to recommend a sweeping cut of 80 per cent off everything from eastern points into Atlanta. This was adopted with the understanding that every line should charge full local beyond here and that western products should be exempted from the cut.

After the adoption of this the board adjourned and last night most of the members left for their homes.

All Lines Involved.

POPULIST MORNING SESSION.

Delegates Begin Work by Taking Off Coats and Vests.

St. Louis, Mo., July 23.—The populists began to assemble in time for the morning session. They are men accustomed to early hours and they like to get together to discuss the political and financial question of the hour. The immediate and uppermost question, in their minds, is:

The lines from the west will have to meet these rates, or they will lose business which would go around by eastern ports and then come south. Parties who own the Southern also own large interests in the Louisville and Nashville and the Cincinnati Southern; hence, if the rates are reduced from the Ohio river points, the loss will be all the more severe. The south is in for a terrible railroad war, and the transportation companies will be set away behind unless they speedily end this. Our roads barely make their operating expenses and fixed charges now. If they throw away a few million dollars in the way of damage, you will see that they will be dangerously near a receivership. The lines which will be hurt are now saving about \$1,000,000 a week. I should say roughly, between them. Cut that down even 20 per cent, and where will they be in a few months? Money lost in this way never can be secured again. Our roads are not built to stand such a strain. The lines will all have to get together and come to an agreement. Who will be first to cry enough, I cannot say, but all of us will be ready to call the war off at any time that the Seaboard makes its cut.

"It is unfortunate, but it is true that the rates never will be restored to where they now are. Mark my word."

Nothing was done in regard to the passenger situation.

Commissioner Haines will set his rate in at work today getting out a new tariff.

BRYAN SEEKS SURE WINNER

Continued from First Page.

Arkansas, headed by Master Workman Sovereign, California showed an increase.

By this time the "middle of the road" men began to look serious, and a few Bryan men ventured on a preliminary cheer.

The leadership in the roll had changed sides, only to be thrown in the rear again, but destined finally to forge ahead.

The scene was one which baffled description as the delegates awoke to the significance of the endorsement of Bryan and Sewall.

The old lines upon the bay have ample facilities to handle all business that can reasonably be offered for years to come; they have the sympathy and patronage of a business community in the east, north and south, with whom they have had most friendly relations for many years past, and a larger and less number in the other. These lines paving their stock and bondholders but very moderately, have offered to transact the business of the South upon precisely the same terms which are now being demanded for other lines, and one of these lines, the Merchants and Miners', is the Southern's preferred line on business from Boston, but the Southern says no. What does it expect to do? It knows perfectly well that time is money but it is money itself, and that by so running it can but cause loss to the others—and knowing this, what is its intent? Finding that it cannot purchase its stock, in order that it may control the Bay, it has seemingly proposed to run it, but without transacting the cost—which can but run up into the millions, and with its own loss it will injure others.

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Commissioner Haines will set his rate in at work today getting out a new tariff.

That operation was slow and occupied much time.

Coats Off and Fans in Motion.

While it was going on more of the delegates took advantage of the opportunity to lay aside their coats and vests, for the heat was very oppressive, and many of them covered themselves with sun leaf fans, hats and partially folded newspapers. The Kansas delegates were conspicuous by the use of fans emblazoned with the golden sunflower.

Among the conspicuous persons on the platform was Mrs. Jessie Harper, of Kansas, who is said to have nominated Abraham Lincoln for the presidency in Chicago in 1860. Senator Stewart, of Nevada, was also on the platform seated between Senators Allen, of Nebraska, and Kyle, of South Dakota.

An Illinois delegate challenged the correctness of the tally, saying that he had counted 665 for Cole and that the real total was 665 for the minority report and 642 for the majority report.

He said that the Illinois delegation demanded that the vote be verified and the count gave orders to that effect.

When the secretary readjusted the vote, some of the figures were found to have been changed from the original announcement, the secretary stating that this had been done at the request of the majority report.

The minority report (to seat Cole instead of Isaac) was read, and the majority report was withdrawn for consultation.

The next contest was that from the state of Maine, but the contestants withdrew their claim. The next contest was that from the state of Wisconsin; five neurons were voted for each side.

The minority report (to seat Cole instead of Isaac) was read, and the majority report was withdrawn for consultation.

We demand a national revenue note payable by the general government for all public purposes and a full legal tender payment of all debts, public and private, and loaned direct to the people, and not to the banks, of all the experimental banks, at cost, for the benefit of the people, and the purchase and coinage of such amounts of gold and silver as will be required, the ratio of 16 to 1 to be necessary to pay the debts of the government, which are made payable in gold.

We demand that the volume of money shall speedily increase to an amount necessary to transact the business of the country on cash basis.

Half an hour after the retirement of the committee on permanent organization a message was received from it, stating that committee members from nine states were absent. The chairman announced the fact to the convention and requested the absence to be reported immediately in the committee room. At 11:35 o'clock the committee on platform left the convention to meet at the Lindell hotel.

Eugene Debs entered the convention and was greeted with applause.

Convention Listens to Martial Music.

While the convention was waiting patiently for some action on the part of the permanent organization, the band with a musical medley of national and popular airs, but as usual "Dixie" was the only tune that awoke enthusiasm.

A motion was made by Delegate Crawford, of Kansas, that the delegates to the silver convention be admitted to the permanent organization.

The minority report (to seat Cole instead of Isaac) was read, and the majority report was withdrawn for consultation.

The national silver party of America is in session assembled, hereby adopts the following declaration of principles:

First—The permanent organization of the national silver party is indispensable to the money question. It is between the British gold standard and gold bonds and bank currency on one side and the national standard, no bonds, government currency, and an American policy, of which will produce revenue sufficient to sustain the people and to facilitate exchange.

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10 PAGES.

ATLANTA, GA., July 24, 1892.

The Populists' Opportunity.

One of the features of the populist convention is the appearance among the delegates and on the floor of the convention of the agents and drummers of the McKinley-Hanna trust. The trust being a business affair altogether, operated by three well-known men, and involving the selfish interests of foreign bankers and domestic speculators in gold, it is natural to suppose that it would have its paid agents at St. Louis armed with the most convincing "arguments" to show the populist delegates that their interest and the interest of their party lies in promoting the election of McKinley and the success of the trust operated by Mark Hanna, though of course they approach this end by the indirect argument of opposition to Bryan.

That these agents of the gold trust are on hand at St. Louis there can be no room for doubt, but The Constitution takes leave to express its conviction that the populists who are in St. Louis representing their party cannot be bought. We make this assertion in the face of the fact that the extraordinary position occupied by some of the southern delegates would lead to the supposition that they have been brought in familiar contact with the agents of the McKinley-Hanna trust, and that they are opposing Bryan and Sewall solely for the purpose of promoting the success of the gold party.

We do not believe that these men have been or can be bought, but we do believe that their attitude can be explained on no other ground than that they are representing the office seekers of their party rather than the patriotic views and desires of the men who left the democratic party because they represented its failure to carry out certain necessary and desirable reforms which are emphasized in the Chicago platform.

We submit that at this time the success of democratic principles—the very principles, too, which the populists favor—is of more importance to the people and to the country than the ambition of any office seeker, whether he be a democrat or a populist. Speaking for itself, The Constitution is not in favor of the election of Bryan simply because he is a man of ability, or because he is eloquent, but simply and solely because he is pledged by his whole record and career to carry out the principles of Jeffersonian democracy that are necessary to the welfare and prosperity of the people.

The whole contention of southern populists has been, not that democratic principles are objectionable, but that the office seekers in the democratic party have allowed undemocratic elements to dictate platforms and nominate candidates.

It is admitted by leading populists that the platform on which Bryan and Sewall were nominated contains the essence and substance of Jeffersonian democracy, but some of them say they will not support the candidates because, forsooth, principles are less important than the populist organization! Principles were more important to them than the democratic organization, but they now say, in effect, that it will never do to jeopardize the populist organization or sacrifice it to a principle.

That is the substance of the argument made by those at St. Louis who call themselves "middle of the road" men, and who are resisting the patriotic demands of the populist leaders of the west and northwest that the party fall in line with the democrats at this crisis and thus make sure the success of those fundamental principles that will insure a return of prosperity to the country, and put an end to the spoliation which the people have been made the victims of.

No sincere man, no patriot, no real friend of the people, can understand the attitude of these delegates at St. Louis who are now pretending to believe that the populist organization is more important than the fundamental principles set forth in the democratic platform.

We shall not at this time subject their

attitude to analysis. It is only necessary to say that they do not represent the rank and file of their party who are now, and ever have been, less interested in the success of individual office seekers than they are in the success of those principles which are aptly called democratic because they involve not the greatest good of the greatest number, but the greatest good of all the people. The term "democratic" is a party name only because the principles it stands for represent the hopes, aspirations and interests of the common people.

There are not in Georgia nor in the south a hundred populist voters who have any dispute with democratic principles. This being so, we have no sort of doubt as to where they will stand in this campaign, and, hence, we are not seriously concerned as to the result at St. Louis.

The masses of the people of this country cannot be turned from their purpose to support Bryan and Sewall. The issue is so plain and so important that no sensible man can fail to understand it, and no patriotic man can hesitate to cast his ballot for the democratic candidates.

Socialists and Anarchists for Gold.

The following significant dispatch is worthy of more than passing attention:

San Francisco, July 21.—The California socialist labor convention has adopted a platform protesting against the free coinage of silver on the ground that such action would be class legislation, instead of merit. It would benefit the debtor class, and injure the capitalist class. The platform declares that free silver would not benefit the laboring men as wage earners, as they are not, as a rule, debtors.

And so goes! While the organs of the gold party are clamoring against the democrats and denouncing them as socialists and anarchists, the real socialists and anarchists of the country are giving in their adhesion to the gold standard and uniting their forces with those who favor dear money and poverty prices.

What Ingalls Thinks of Bryan.

Though John J. Ingalls of Kansas, is not perhaps a statesman, in the patriotic and profound use of that term, every one will admit that he is something of a politician.

Discussing the nomination of William J. Bryan, a few days ago, Mr. Ingalls said:

I am personally acquainted with Mr. Bryan, the democratic nominee, and I have been impressed with the fact that he is somewhat stronger man than some of the other candidates. He is earnest, energetic, a splendid orator.

He is a fact that he is the youngest man ever nominated, and that he is a poor man, together with his sudden rise to prominence, all combine to arouse sentiment in his favor.

Mr. Ingalls is not the only republican who is satisfied in his own mind that Mr. Bryan has a magnificent fighting chance in the campaign, but he is about the only one who has had the courage to come out squarely and say so.

More eloquent than any mere declaration of words, however, has been the attitude of the republicans within the last few weeks and the desperation which they have shown in circulating campaign literature.

Mr. Ingalls calls attention to this enormous supply of documents and gives it as his opinion that only a few votes can be gained from this method of electioneering. He recognizes the fact that eloquence is to be the motive power of this campaign and that unless the republicans can muster up orators they will stand but little chance of succeeding in November.

In this connection, Mr. Ingalls says: I very much fear that some of the pamphlets and circulars in circulation in advocating a greater use of pamphlets and a corresponding curtailing of stump speeches will be of great value to the western states. They have been reading pamphlets for twenty years, and they have been getting poorer every year. These men have been voting with their party, be it democrat or republican, and we have seen their farms steadily decrease in value and have had the explanation on one side that it was due to free trade and on the other that it might be attributed to protection.

Mr. Ingalls virtually admits that that something is wrong in the administration of our finances, or such a picture as the one which he describes with such a graphic pen could not be true to life.

If such a condition prevails in Kansas, that state will inevitably vote the democratic ticket in November. Mr. Ingalls is alive to this fact, and possibly for this reason he prefers to say as little as possible for the republican ticket in this campaign.

The Situation Analyzed.

In the presidential election this year the populists will poll somewhere in the neighborhood of 1,500,000 votes.

The strength of the party organization, though not small by any means in this section, is largely confined to the western states.

In Kansas, Nebraska, Washington, South Dakota, Oregon, Montana, and Colorado the populists comprise a majority of the voting population.

Independent of whatever action the St. Louis convention may take, the western populists will vote squarely with the democrats in this election. Bryan, therefore, is reasonably sure of the western states whether or not the populists endorse him in St. Louis this week. In the southern states the populists, as a rule, are in favor of Bryan; and, though some may refuse to vote the ticket, it will make but little difference, as this section is overwhelmingly democratic.

Of the western states, Nebraska, Colorado, Nevada, North and South Dakota, Washington, Wyoming, Utah and Kansas may safely relied upon to vote the democratic ticket in this election.

In 1892 the vote of California was as follows: Democrats, 111,944; populists, 51,304; republicans, 118,149. If the same total vote is polled this year, it will require only 5,000 populist votes to put the state in the democratic column. There can be no doubt, therefore, as to California.

In the same election the vote of Min-

nesota was as follows: Democrats, 53,570; populists, 87,931; republicans, 122,823. If the same total vote is cast this year, the democrats and populists combined would have a majority of nearly 20,000. But there will be very large gains in Minnesota on account of republican disaffection. Minnesota, therefore, can be reasonably counted on to vote the democratic ticket in this election.

In 1892 the presidential vote in Montana stood: Democrats, 10,714; populists, 15,505; republicans, 18,815. With the same total vote this year it will take but a little more than 8,000 populist votes to give the democrats a majority. As the Montana populists are overwhelmingly for Bryan, this state can also be put down in the democratic column.

In Idaho the presidential vote for 1892 stood: Democrats, 7,057; populists, 7,021; republicans, 8,590. With the same total vote this year, only 1,600 populist votes will be required to give the democrats a majority.

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POLITICAL NOTES.

KILLED BY ALDERMEN

Mutual Company Cannot Erect Proposed Arcade Over the Street.

SO SAYS ALDERMANIC BOARD

Company Denied the Right to Build Over the Sidewalks.

ALDERMAN TOLBERT ALONE FAVORS THE PLAN

Proposed Building Would Have Cost Half a Million Dollars—Census Will Be Taken.

The Mutual Building Company will not be allowed to erect the proposed twelve-story structure at Peachtree and Broad streets. The aldermanic board so decided at a meeting yesterday afternoon.

The Mutual company asked the city council to allow it to erect the building extending out over the sidewalks from the second story to the columns at the edge of the sidewalk supporting the structure. An archway would extend over the sidewalk to the edge of the street.

The company proposed to erect a handsome bridge costing about half a million dollars if the concession should be granted them, but unless such concession was granted the small and peculiar situation led to a small and peculiarly situated one, and such a magnificent structure would not look well on the lot, according to the company.

At the meeting of the council two weeks ago the position of the company was approved by the council and the matter then went to the aldermanic board for separate action. Yesterday afternoon it was taken up and after discussion was defeated. The aldermen stated that granting the petition would set aside a recent act causing other property owners to demand the right to erect buildings over sidewalks.

Colonel Thomas Latham appeared for the Mutual company yesterday. He exhibited a plan and design of the proposed building and a number of photographs of buildings of like character in other cities. He explained to the board the advantages of the building to the city, stating that it would bring half a million dollars of outside capital to Atlanta.

Colonel Latham said that he had heard of a number of other men employed. It would also beautify the section of the city and add much to the architectural beauty of Peachtree street. Colonel Latham said that unless the privilege was granted his company could not expend more than \$40,000 or \$50,000 in erecting a building on the lot.

The state offered \$1,000 for the best painting.

DAY WITH CHAIRMAN CLAY.

The democratic headquarters at the Kimball house were their usual business aspect yesterday. Chairman Clay received many callers during the day who came to talk over the democratic outlook.

John Cobb, a prominent democrat, paid their distinguished fellow townsmen a visit in his room at the Kimball. Among these were Representative John Atwrey and Hon. John Moseley, who are two of Cobb's most prominent citizens. Mr. Atwrey is a candidate for the state legislature.

Mr. Cobb and Mr. Moseley are also in the field. They will have no opposition, but will be unanimously nominated by the democrats at their primary next Saturday.

It is ticked, but it will, of course, put out

democratic success. Col. C. H. Clay, thinks, will give the democratic ticket at least 1,200 majority this fall.

Mr. Moseley is also in the race.

He has been a tried leader of the party, and has had a long record as Mr. Clay, Mr. Atwrey, Judge Gober and many others to work with, and they have done much to keep this county safe in the democratic column. There was not much to do in this race, as the popular party had its birth in this section, and it was threatened more with populist rule than this county, but it is now and for all time classed safely in the democratic party.

Mr. Cobb was chief of the art building at the exposition. He left Atlanta at the beginning of last February in search of health. His first stop was at Savannah.

He began his career in Atlanta. He graduated from the Boys' High School in 1878.

He first came into prominence

through his triumph in the competition in painting the portrait of Benjamin H. Hill.

The state offered \$1,000 for the best painting.

LAYS DOWN HIS BRUSH

Artist Horace Bradley Has Painted His Last Picture.

HE DIES IN DENVER, COLORADO

Succumbed to Disease in the Western City.

HE WAS IN SEARCH OF HEALTH

Won a High Place Among the Artists of America—Started Life in an Atlanta Studio.

Horace Bradley is dead. This genius of the Ben Hill portrait, which brought him into prominent notice, The money for painting his portraits took him to New York and here he made rapid headway. He became the companion and intimate of some of the leading artists of New York city. He did some notable work. Much of his work appeared in Harper's periodicals. He traveled through the south with the party of Harper tourists and made sketches for them.

He did a great deal of more important work in the field of painting. He painted many portraits, and continued to teach after going to New York and kept up his classes until a few months before his death. He studied for a time in Italy, preparing for his life work.

Mr. Bradley went to New York about eight years ago. Before going he married Miss Fannie Sage, of West End. Miss Sage was a daughter of Mr. B. V. Sage, the tall railroad man who was a brother of Captain E. V. Sage, the artist. They have four children. Mrs. Bradley died not in Atlanta with her husband while he was here looking after the art department of the exposition, but she joined him when he went west for his health. She was with him at Denver when he died.

Mr. Bradley will be buried at Leona, N. J., Saturday. His brother, Mr. Horatio Bradley, and friends will be present. The negro must have a show and threatening to cast out the old party leaders.

These insurgents are championed by Gordon of The Atlanta Reporter, who casts a heavy shadow over the city with his lunges.

Fight Colonels Buck and others who are outraged at his attitude with regard to Pledger and whose rage is increased because of the appointment of Pledger as one of the members of the republican state central committee.

Colonel Buck, the former United States marshal of the southern district, has given Colonel Buck notice that he will not serve on the committee with such an odious place as Colonel Buck in the same class for appointing him.

It is said that others are to withdraw from the committee for the same reason and several are siding with the Loudermilk faction that they will make the fight out with it.

One who claims to be chairman of the committee, will call a meeting of his own in a few days. Two state conventions will run and two candidates for governor will probably be named. The session of Colonel Buck's committee in Macon next Saturday will be a pointer as to how the campaign will be conducted. Colonel Buck states that he has nothing to say with regard to the meeting to be held. He has confidence that his party will stick together and thinks there will be no further trouble.

But the republicans of Georgia are wide apart.

Lester Campbell left his home in Pittsburg about four weeks ago. Just when he left is a secret. He had just graduated from a school and had a happy home. He was only fifteen years of age and was always known as a boy of good moral character. Campbell left his home with a boy by the name of Henry Leckie, of Augusta. It was at first thought that the two boys had started off together. Mr. Campbell started out after him. He has been traveling for nearly four weeks, visiting nearly all the northern and southern cities without finding any clew.

Captain Johnston, a member of the democratic state convention, has been in touch with the lost boy and notifying the police to look out for him. One of these circulars was received here several weeks ago, but the police have seen no trace of the boy in this vicinity.

Cards to Atlanta.

Wednesday night Mr. Campbell arrived in Atlanta. He had thought that his boy might possibly be here, and held a great consultation with Captain Henry Jenkins, superintendent of the Western and Atlantic railroad to know if any boy answering Lester's description had been seen along that road. As the railroad man was about to reply, the telegraph boy was sent a dispatch from Macon. It stated that an unknown boy had been killed by a passenger train near the town of Fosterville, on the Nashville, Chattanooga and St. Louis railroad. The boy had been run over and his head was severed from his body.

It occurred to Mr. Campbell that the unfortunate lad might be his boy, but his belief that his boy was here, held him in camp and will require all the ingenuity of the old houses to hold the party together.

The republicans were sanguine. No one had been named and all of the Buck crew expected of their own success in the fall if McKinley was named.

Colonel Buck was said to be one of the original Bill McKinley men.

At that time Pledger was leading the anti-McKinley forces and he was making a hard fight of it throughout the state.

Then the republicans were surprised to learn that the railroad man was about to reply to the telegraph boy was sent a dispatch from Macon. It stated that an unknown boy had been killed by a passenger train near the town of Fosterville, on the Nashville, Chattanooga and St. Louis railroad. The boy had been run over and his head was severed from his body.

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MIX IN POLITICS.

So Says the Fighting Vice President About the Railroads.

REPLIES TO COL. TRAMMELL
Claims That the Commission Cannot Afford To Reduce Locals.

MAKES CHARGES AGAINST THE SOUTHERN

Declares That It Is Trying to Get Control of All the Railroads in the South.

Vice President St. John spent only one day in Atlanta, but he stirred things up during his brief visit. He must have spent a good part of the day writing letters, for he sent one to the executive board of the freight association, and he addressed another to Chairman Trammell, of the state railroad commission. Both were full of gingers. The one to Colonel Trammell was in reply to the commissioners' letter notifying him that the commission would reduce the Seaboard's local rates in Georgia to correspond with the cuts in through rates. Chairman Trammell stated that he deemed it his imperative duty to do this to protect the business interests of Georgia.

Mr. St. John replies in a long communication, in which he charges at the Southern railway full tilt and declares that company is trying to monopolize all the roads in the south and get its hands firmly on the Western and Atlantic, the state's own road. He charges that the Southern has employed politicians to control the legislature, says that it has already defeated some candidates and says that it aims at getting control of the railroad commission so that it can regulate rates. He claims that the Seaboard is the only independent line into Atlanta from the east and states that he does not believe the commission will take the course threatened when the situation is fully investigated. He goes on to charge that the Southern has already acquired the East Tennessee, the Central of Georgia, the Georgia Southern and Florida, the Macon and Northern and controls the Georgia and Atlanta and West Point, thus destroying competition between what used to be half a dozen competitive lines.

Mr. St. John's Reply.

The letter is herewith given in full:

"Hon. L. N. Trammell, Chairman Railroad Commission of Georgia, Atlanta, Ga. Dear Sir: Your esteemed communication of the 21st instant, addressed to me, has had my most careful consideration. Absence from Portsmouth has prevented the receipt of the original communication made to me. I assume, however, that the copy appeared in the daily press of the same, and that your route of correspondence, and I deem that the importance of the subject and the manifest misapprehension thereof, as well as of the situation which preceded the same, or the part of the commission in the corruption at the earliest opportunity. I make this, my earliest opportunity upon my arrival this morning in Atlanta, for a reply.

"It is a matter of regret to me that the railroad commission of Georgia before publishing its communication of the same, failed to take action antagonistic to the Seaboard Air-Line did not invite a conference with its officers and give us an opportunity of fully apprising the honorable commission of the necessity for our course—a necessity produced by the circumstances in which railroad affairs in the south, and especially in Georgia, now presents. This situation, however, it may now immediately affect the Seaboard Air-Line, threatens in a manner more serious than the state and section, should the efforts of the Seaboard Air-Line to check the strides of the Southern railway toward a complete monopoly and domination of railroad matters, including freight and their control, prove successful. If such a result could not be had, the commission would have seen that so far from the action of the Seaboard Air-Line being one which should receive the criticism of the commission, the commission itself, in its judgment, would be in no position to interfere with its policy, and without impairing that perfect impartiality which it maintains toward all carriers, have approved of the action of the Seaboard Air-Line, instead of giving to the public the impression of domination by the Seaboard Air-Line, or any of its officers the letter above referred to, which is calculated to create in the public mind the impression that the commission at least disapproves of our course, even if we did not intend to cast the weight of its great influence upon the side of our adversary.

The Seaboard's Position.

"Confident, however, of the justice of our course and of the fact that when it is understood both your honorable commission and the public will see that the Seaboard Air-Line is the only railroad which is not only necessary to preserve its rights and its ability to compete with the Southern Railway Company in this territory and prevent that company from becoming able to absolutely dictate its own terms and railroad rates, it is essential to prevent the people of this state from coming absolutely under the power of a single monopoly, with its attendant evil interference in state politics, of its attempt to control legislative and state offices, and to dictate the personnel and policy of railroad commissions; evils which in other states have closely followed the control thereby by one railway company, or two or three lines of transportation, or three or four lines, presented to the commission the reasons which have induced the Seaboard Air-Line to adopt its present policy, and by giving this letter the same publicity which has been given to your letter to me, to let the people understand the situation which now confronts them.

"I am sure that preconceived opinions which either this commission or the people may have received in the absence of hearing one side of this matter will disappear when they learn the facts. The crushing of competition above detailed as having gone on in this territory, the Southern railway has recently acquired the control of the Cincinnati Southern railway. The road to the property of the city of Cincinnati and it has for many years past been compelled to dispose of this, its valuable property, on the terms suggested by the Southern railway.

"In 1886 the state of Georgia chartered the Georgia, Carolina and Northern Railway Company for the purpose of permitting the Seaboard Air-Line system to extend its line from Portsmouth to Atlanta. Gen. Mr. John C. Robinson, now deceased, then president, was the moving spirit therein, and the Seaboard and Roanoke and Raleigh and Gaston railroad companies were the corporations who were expected to, and who did, put the money to build it. "The line was built to competition to this state with the old Richmond and Danville Railroad Company, then controlling what is now a part of the Southern railway. One of the safeguards which induced the company to embark their capital in this enterprise was the assurance given by the constitution of Georgia that they need not fear being bottled up, because that instrument forbade, in the

most explicit terms, the suppression of competition and creation of monopoly, and the control of railroad corporations by any competitor through any contract or stock ownership.

"These provisions were engraven by God in the charter granted the Georgia, Carolina and Northern Railway Company, not only to protect the people against its becoming dominated by a competitor, but as an assurance to it that Georgia would not allow it.

I shall hope to show that what Georgia has hitherto done is the condition which the produce, and that our present course is an effort to prevent it. At the time when the building of the Georgia, Carolina and Northern Railway was inaugurated the Richmond and Danville Company, the East Tennessee, Virginia and Georgia Railway Company and the Central Railroad and Banking Company of Georgia were three great companies each under independent management. The Western and Atlantic railroad was an independent line, and the Georgia and the Atlanta and West Point railroads were auxiliary lines of the Central system.

Competing Lines Bought.

"How is it today? The Southern Railway Company, a corporation of Virginia, holds each of these lines, and its agents, who merely held by the Richmond and Danville and East Tennessee, Virginia and Georgia railways, including the Georgia Pacific, and as is well known, owns every phase of the capital stock of the Central, and Georgia railroads which includes the Macon and Northern. It has purchased the Atlanta and Florida, a road parallel to the Central between Atlanta and Fort Valley—both absorbed by stock ownership or otherwise. The Macon and Birmingham, Midland and Gulf—and it is said controls the Columbus Southern.

"Of the lines centering at Atlanta, only the Seaboard Air-Line toward the west and the Atlanta and Florida toward the east were free from the domination of this corporation. It parallels each of these lines. Its ownership of the lines of the Richmond and Danville Railroad Company and of the Central Railroad Company and its complete stock ownership of the Ocean Steamship Company give it the domination of three competing lines to the east. It is controlling the Central over the Georgia, the Atlanta and Florida, and the lines of the Macon and Northern and the lines of the Georgia and Atlanta and West Point, thus destroying competition between what used to be half a dozen competitive lines.

Mr. St. John's Reply.

The letter is herewith given in full:

"Hon. L. N. Trammell, Chairman Railroad Commission of Georgia, Atlanta, Ga. Dear Sir: Your esteemed communication of the 21st instant, addressed to me, has had my most careful consideration. Absence from Portsmouth has prevented the receipt of the original communication made to me. I assume, however, that the copy appeared in the daily press of the same, and that your route of correspondence, and I deem that the importance of the subject and the manifest misapprehension thereof, as well as of the situation which preceded the same, or the part of the commission in the corruption at the earliest opportunity. I make this, my earliest opportunity upon my arrival this morning in Atlanta, for a reply.

"It is a matter of regret to me that the railroad commission of Georgia before publishing its communication of the same, failed to take action antagonistic to the Seaboard Air-Line in this contest. They would doubtless accuse the Southern Railway Company of being too lenient with regard to the railroads and would not deal with independent stockholders, they would be glad to make. When these roads were acquired by the Southern railway and its predecessors, the model for railroad commissions throughout the country.

Attack on the Seaboard.

"The Southern Railway Company realizes that the Seaboard Air-Line system is as much a menace to the state as the Southern railway is to the state. It is not deeply concerned in the success of the Seaboard Air-Line in this contest. The issue is whether or not the people of this state shall have the advantage of that constitution which the constitution guarantees them; whether or not a single railway system can come into this state and in defiance of that constitution threaten competition, create a monopoly and prevent, and from raising his voice to the side of that commission to control interstate commerce, of course, to your excellent predecessors the model for railroad commissions throughout the country.

Defying the Constitution.

"It will clearly be seen that the Southern Railway Company has acquired control of railroads and roads in Georgia, and holds the roads of the state in its power, in utter defiance of the provisions of the constitution of this state, provisions which the supreme court of the United States has quite recently held to be valid. It has made arrangements, even before it was claimed by the state charter of the offending corporation, to have it absorbed by it, and it has been engaged in such transactions, and where they held that a control through stockholders was as obnoxious to the institution of interstate commerce as the Southern railway, it has been rendered an impossibility. It has been rendered a part of the Southern Railway Company system, and will not deal with independent stockholders, they would be glad to make. When these roads were acquired by the Southern railway and its predecessors, the model for railroad commissions throughout the country.

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BUILDINGS TO STAY

Exposition Structures Will Not Be Torn Down for Five Years.

COUNCIL GRANTS CONCESSIONS

Atlanta Amusement Company Will Make a Public Park of the Place.

OVERFLOW CREEK CAUSES A KID

South River Brick Company Complain About an Escape of Water from Lakewood.

It looks as if the exposition buildings will not be destroyed.

Yesterday afternoon council passed an ordinance granting certain privileges to the company which proposes to lease the grounds and buildings for a term of five years, transforming the place into an amusement park.

By the agreement the city will furnish, free of cost, sufficient water to keep the lake full and for sprinkling purposes. It will also provide police protection at a cost not to exceed \$750 per year; and the city will require the promoters of the scheme to keep the grounds open to the public at least 220 days a year.

The company proposes to save the buildings by making the place a resort for the entertainment of the public. On special occasions entertainments, such as races and spectacles, shall be given, to which an admission fee will be charged. At all other occasions the grounds will be open free to the public.

The company is composed of a number of prominent citizens, who were instrumental in the work for the Cotton States and International exposition and certain others who desire to see the handsome exposition buildings maintained as at present. The company was formed for the purpose, and now that the council has granted the concessions asked, it is reasonably certain that the exposition grounds and buildings will be converted into a place of amusement and entertainment, making the resort virtually a public park.

By the agreement reached the city reserves the right to cancel the agreement at any time, and it does not concede any of its rights. The company, however, is compelled to construct a storm canal at the lower end of the lake so as to run off surplus water in time of heavy rains, saving the dam from danger of being washed away. The terms of the agreement were referred to the committee of finance and water boards. Chairman Imman of the former committee reported the ordinance to the council in special session yesterday.

Mr. Day, who opposed the granting of the concessions, said yesterday that he did so for the purpose of securing delay in order that the terms of the contract between the city and the company could be perfected. He said that under the agreement the city would be required to make a unanimous vote. Later it was concurred in by the aldermanic board and now goes to the mayor for approval. The mayor has indicated his approval of the matter as it stands and he will doubtless sign the ordinance today, making it a law.

What the Agreement Is.

The agreement on the part of the city is to the effect that sufficient water to keep the lake filled with fresh water is to be supplied, and also sufficient water for sprinkling purposes. No charge is to be made for water.

The city will spend \$750 yearly in affording police protection to the resort. In case of special entertainments more policemen will be furnished on request.

The amusement company will not be allowed to close the gates more than forty-five days in any year without consent of the city.

The city will exercise the right of police supervision and will regulate the beer privilege in this city. The company must consent to some stipulations to protect the lake. The city will have the right to cancel the agreement at any time if the character of the entertainments at the park is not approved. The admission is to be free except on special occasions.

The company will be required to furnish a petition of Messrs. Clarence Knowles, E. C. Peters and J. H. Wylie, representing the Atlanta Amusement Company.

Creek Overflow Causes Damage.

The South River Brick Company, Mr. James M. Stephens, president, sent a communication about the creek to the outlet of Lakewood lake, the old waterworks pond. Mr. Stephens says that when heavy rains fall the creek overflows and floods the yards of this company below the lake. He says the creek would not overflow but for the escape of an immense amount of water from the lake, and he asks the council to take steps to prevent the escape of this water.

It seems that there is a thirty-inch escape valve in the bottom of the lake, and the flow from that, together with the regular stream in the creek and the storm water causes the creek to overflow its banks and greatly damage the property of the South River Brick Company.

Major King referred the communication to the council with the recommendation that it be referred to a proper committee. The master was referred to the chairman of the water board, the city engineer, city attorney and the superintendent of the water department.

Mr. Stephens intimated that unless something is done to protect his property the courts will be appealed to for assistance. He said that on account of an overflow Wednesday the yards of the company were flooded and that work was at a standstill yesterday.

Telephone Company Gets More Time.

The Atlanta Telephone Company has a charter to operate a new telephone system in Atlanta by action of the council on April 20th. By the charter the company was required to commence actual work within ninety days from the time of granting the charter. Work has not been

yet commenced, but the company was yesterday given an extension of time of sixty days longer. A petition was presented claiming that telephones had been bought, contracts had been let and other steps taken to begin actual work soon, and in view of these facts the company asked for more time.

To Open Roadways at Lakewood.

The matter of improving the city's property at Lakewood has been under consideration by the finance committee on the report of the county commissioners. The committee made no report on the petition of the Lakewood company asking for police protection, but recommended that steps be taken looking to the improvement of the property by the county commissioners. The Lakewood company wants roadways and other improvements made, and the finance committee adopted a resolution requesting the board of county commissioners to open a roadway around the lake, the city to furnish the ground for the purpose.

The resolution was adopted, and the request will be forwarded to the county commissioners. The matter of providing police protection at the park was not acted on, and the finance committee asking for further time. It failed to reach an agreement at a meeting yesterday morning.

Will Take Up Water Pipe.

A big water pipe which is now under ground from Jackson street to the exposition grounds outside of the city will be taken up and laid on well street and West End. The pipe was laid for exposition purposes, and it is not now used. There was some opposition to the removal, but the council decided to appropriate \$500 to take up the pipe and lay it elsewhere.

Repair the Bridges.

The proposed avenue bridge will be repaired. Six hundred dollars was appropriated for the purpose yesterday. The bridge is said to be in a dangerous condition.

MANAGER ROSENTHAL'S BENEFIT

Testimonial to the Popular Impresario Tonight at the Grand.

Lovers of opera and the people of Atlanta generally have every reason to rejoice over the manager of the Grand, which is now drawing rapidly to a close.

The man who, more largely than any one else, is responsible for the rare treats given the public during the season, Manager J. J. Rosenthal, will be tendered a testimonial benefit tonight and every lover of opera in the city should turn out to do him honor.

Manager Rosenthal has labored faithfully and unceasingly to furnish his patrons with the best possible entertainments and that his efforts to please have been successful.

He has made hundreds of friends during his stay in Atlanta and they will certainly be there to welcome the convicts and the safety of their arrival at the camp of the Chattahoochee Brick Company, near Atlanta. All of the men are to be turned over to the Chattahoochee Brick Company and the officials of the company and final arrangements are made to distribute the men to the several camp owners throughout the state. The convicts have been apportioned out, as stated yesterday, and they will remain at the Chattahoochee camp until the end of the month.

Many of the convicts will go to Middle and south Georgia to work in the lumber districts, Wadley, Bainbridge and other places will get a part of the men and the change will be of great importance to the camp owners.

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certainly be there to welcome the convicts and the safety of their arrival at the camp of the Chattahoochee Brick Company, near Atlanta. All of the men are to be turned over to the Chattahoochee Brick Company and the officials of the company and final arrangements are made to distribute the men to the several camp owners throughout the state. The convicts have been apportioned out, as stated yesterday, and they will remain at the Chattahoochee camp until the end of the month.

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GUARDS WILL ENTER

Team from the Governor's Horse Guard
To Go to New Jersey.

DECISION REACHED LAST NIGHT

Contest Will Be Held at Sea Girt,
Will Be International in Scope.
Georgia Troops To Enter.

The Governor's Horse Guard will send a team to Sea Girt, N. J., next month to participate in the contest to be given under the auspices of the New Jersey State Rifle Association.

This was decided upon last night at an enthusiastic meeting of the company and a list of men to begin practice shooting in the fall made out and the gentlemen compose the team were notified.

The team will begin work at once and will practice daily until the time for it to leave for the meet.

The championship for the United States in rifle contests is now held by the Savannah Volunteer Guards, and seven of the ten prizes offered last year went to the Georgia companies.

The Horse Guard will leave prepared to win and it will carry a splendid team along.

The team selected last night is composed of some of the best shots in the state, and it has an excellent chance of winning.

The team consists of practical marksmen and crack shots and with the practice they will receive within the next four weeks an easy victory is expected by their friends in the city.

The contest at Sea Girt is one of both national and international importance, and in addition to many Georgia troops being present, teams from all portions of the world will be invited. A large purse has been secured and many prizes will be offered. In addition the medals and trophies are to be distributed to the victors.

The list of gentlemen from which the team is to be chosen follows: Dr. B. Bryan, G. Ballou, P. W. Bessey, L. J. Daniel, George M. Hope, William Lester, B. R. Padgett, W. P. Walker, W. B. T. Wilson, O. M. Ray and Captain J. S. Dozier. The gentlemen will begin a daily practice and will meet in the range and perfect themselves in marksmanship until the team leaves for Sea Girt.

The shoot will consist of rifle firing at targets from the 200, 300, 500 and 800 lines, and each gun will be given seven shots. On the skirmish line three shots will be given each marksman. A special prize will be offered for the successful shot from the 1,000 yard line.

The contest will begin on August 1st and will continue until September 5th, inclusive. The Governor's Horse Guard team will probably leave about the 25th, so as to reach Sea Girt and have a few days' rest before entering the range.

"The action of the company this evening was unanimous," said Captain Dozier last night, "and we are all enthusiastic over the contest. The championship for the United States is now held by the Savannah Volunteer Guards, which won last year. We are going to send a team of crack shots and will work for victory."

The team will begin daily practice at once and practice matches will be made for a trip. In addition to the members composing the team a large number of members of the company will attend the contest.

MRS. MYRICK PASSES THROUGH.

She Is En Route Home from the Trip with the Georgia Editors.

Mrs. M. L. Myrick, editor and proprietor of The Americus Times-Recorder, passed through Atlanta en route home from Boston, where she was given a warm welcome.

Several days ago a telegram from Boston stated that Mrs. Myrick had hurriedly left a session of the press members and was on her way home to secure the state printing.

"How that report ever gained circulation, I am at a loss to say," said Mrs. Myrick, last night. "There is no foundation for that report. I am still in the newspaper business," she said, laughingly, "and I have no ambition to become a job printer or have anything to do with the state printing."

Mrs. Myrick will leave for Americus this morning.

Weather Notes.

The barometer remained high in the southeast and fallen materially in the lower lake region and upper Mississippi valley. Unsettled weather prevails over the northern portion of the map after light rains have been quite general. The weather is much better than it has been for the past ten days, and the conditions are favorable for fair weather and continued warmth.

Local Report for Yesterday.

The weather was unusually cool in the morning and fine in the afternoon. It was about 5 o'clock when a young man, who gave his name as W. T. Smith, was furnished with a good animal by the night watchman. Smith said that he would be back by 10 o'clock a.m. He rode off and up to 10 o'clock last night had not returned.

The police were notified last night.

Tried for Counterfeiting.

A white man by the name of W. A. Wright was brought to Atlanta last night from Cartersville, where he was bound over yesterday for counterfeiting.

Ordinary.

A QUESTION OF DOLLARS,
NOT PAPER.

"It's out of the question."
"Why, my stationery is as good as the average!"

"I can't afford it!"
These are the answers that the lawyer sometimes makes when we tell him he should use better stationery.

His position is perfectly logical and natural. Why should he throw away a lot of stationery which he has on hand, and which also serves the purpose of a sheet to write upon? It is not quite as good quality as it might be, and it is type printed or perhaps cheaply lithographed, but what is the sense of throwing it away?

Here is the sense in it. Listen!

"I have to consider stationery, but to consider the methods of increasing his income. If he were the only lawyer in town he could afford to do a good many theoretical things."

But he is not the only lawyer in town. He is sailing in a race and he has got not only his own boat to watch, but all the others who are trying to get his wind.

It would not be any of your business, but if you do not take it into your calculations you are not the man to wholly succeed.

You say your stationery is good enough?

Good enough for what? Good enough for wrapping paper, but not good enough to create such an impression upon your correspondents as to bring you new business.

Now this is a pointer. Lawyers who have much business use small engraved stationery. This work is being done now at a cost very little more than ordinary printing.

If you wish to keep in sight of "the other fellow" drop a post card to Mr. Stetson, 101 Peachtree, Whitehall street, Atlanta, Ga., and they will send you samples and prices of this fine stationery and give you other information relating to it.

HAVE

U

USED

PHOSPHATE
GIR?????

IT WILL CURE THAT BACKACHE.
Good for the KIDNEYS,
BLADDER,
URINARY ORGANS.

All at Drugstores and Bars.
GIN PHOSPHATE REMEDY CO.,
ATLANTA,
"B. & B."
ATLANTA.

OPIUM and Whiskey Habits
cured at home without
drugs or alcohol. Physicians
specimens sent FREE.
B.M. WOOLLEY, M.D.
Atlanta, Ga. Office 104½ Whitehall St.

PLUMBING GOODS.
I have opened a plumbers supply house,
and can sell anything you want.
R. BUTCHER
17 South Forsyth Street.
July 1st page, 1st col.

The Secret Discovered
For which the world has
waited a thousand years:

That of a Pure Linen Finish
for Laundry Work, no gloss,
does not soil easily. Will
bend and not break. You can't
afford to have any other. Make
no mistake. Send to the popular

Trio Steam Laundry

79-81 Edgewood Ave., Atlanta, Ga.

Liberal Commission to Agents in
Other Towns.

WATCH REPAIRING

BY COMPETENT MEN. WORK SOLICITED!
AND GUARANTEED. OFFICIAL WATCH-
INSPECTOR SOUTHERN RAILWAY SYSTEM.

CHARLES W. CRANKSHAW

THE INK

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ESTABLISHED 1887.

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Teeth Extracted Positively

50c WITHOUT PAIN—50c!

By the use of Vitalized Air made fresh at the office every day. The most delicate need not fear with extract. The best Dental work in the city. **CHARLES W. CRANKSHAW**, A. F. McNINNIS, D. H. L. D. S. Manager.

M

RAIN CAUSES DAMAGE

Peaches, Grapes and Watermelons Sold

To Be Badly Injured.

CORN AND COTTON SUFFER

Continued Rains Have Brought High
Water and the Creek and River
Bottoms Have Been Flooded.

The continued rains have laid the dust in the city and cooled the heated atmosphere here and now and not only the topsoil throughout the state.

As a result of the rains which have been almost a daily occurrence the peaches are falling from the trees and the grapes have begun to sour and fall from the vines.

The watermelons have been thoroughly soaked by the water and in many localities the melon has been almost totally destroyed on account of too much rain.

And all the crops in the rain have brought damage and the cotton and corn have suffered greatly.

The cotton crop had come to maturity and was probably been harvested, it is said, but the drops in the bottoms have been in many places almost completely washed away.

Along the creek and river bottoms the high water has flooded the fields and the sand has been borne down to the ground and the ear has rotted in the mud and sand.

Reports received in the agricultural department at the capitol show that all the crops have been more or less damaged and some of the losses due to the wet weather should continue many days longer the damage might be a great deal more than has been anticipated.

Several weeks ago rain was greatly needed and when it began to fall the farmers and fruit growers were rejoiced, but the rains came and each day witnessed a heavier downpour the fruit growers became alarmed and they saw their crops were in danger. The rain continued and the peaches began to drop from the trees. The grapes were next affected, and last of all were the watermelons to be injured.

"I am afraid the fruit crop has been considerably damaged," said the secretary in the office of agriculture yesterday. "The rain has been too frequent and too heavy and the peaches and grapes are failing rapidly, so far as I can see. The rain will greatly interfere with shipments to eastern markets."

"The watermelon crop has been seriously injured and the vines are rotting as well as the fruit. The ground has been so thorough and the vines are rapidly decaying before they have time to ripen."

The corn and cotton crop along the Chattooga river has been seriously damaged and nearly all of the bottom corn has been under the water and bent and many of the cotton plants have been cut down by the cotton boll weevils beginning to damage them.

Colonel Denson was reminded that Dr. Dodd, a reputable physician of Clayton, had testified that McCullough had come to him for a drug to produce criminal effects.

"That's all right. There's nothing in that theory, but it will also be abandoned," he said, "unless we find out what part of the case fully and truly relate to him that theory. I am perfectly satisfied that if McCullough is convicted, then there is danger in a man being loyal and affectionate to his wife. It has been proved that McCullough had a drug to produce criminal effects."

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